

## A. A. TOUR HOLDS CENTER OF STAGE

Wide Interest Displayed in Progress of Glidden Tourists.

### EXPERTS PRAISE SAVANNAH COURSE

Roads for Grand Prize Race Among Speediest Ever Used for Auto Event.

The Glidden tour has eclipsed all other events in the United States during the past week and interest has centered in the progress of the cars through Pennsylvania, New York, and Massachusetts.

That the route is quite as difficult a one to navigate as had been predicted, seems to be clear from the heavy peraltations which have been incurred by the competing machines. The wish of Chairman Hower to have a contest which will prove out the good machines seems to be thoroughly gratified, although it is a question whether conditions are or are not more severe than would be encountered in private touring over the same route. From a manufacturers' standpoint, the tour may safely be said to be a success in its early stages.

With the holding of the Glidden tour and the convention which preceded it at Buffalo, the American Automobile Association again holds the center of the stage. How far-reaching the advertising it has received will prove to be in helping that organization to take the position which it aims to occupy is still a matter of conjecture. The Automobile Club of America appears to insist on being considered, and a dignified statement defining its position in the racing field has been issued. In the racing problem, the club seems at present to have slightly the best of the argument.

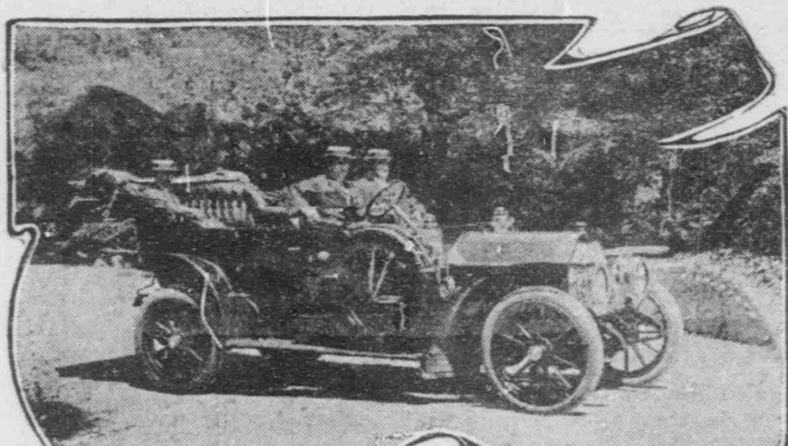
Trade at last hand seems to have been slightly less enthusiastic during the week. Early announcements, in scattered quarters, of 1909 plans may be in part responsible for this. Popular and medium priced cars of established makes still have the best of the market. Considerable inquiry regarding next year's agencies is already reported—an unprecedented early agency demand, in fact, is recorded.

The roads over which the grand prize race will be run at Savannah is said to be the finest and speediest course ever used for an automobile race. There will be several straight stretches nearly four miles in length.

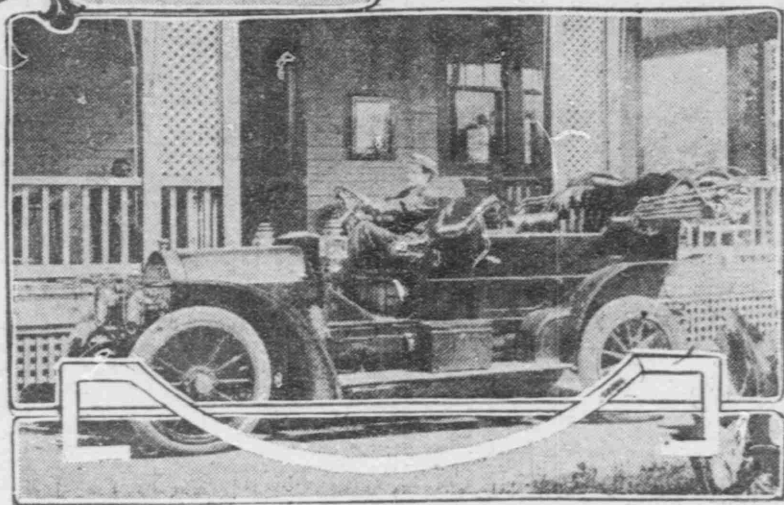
The cars will start in front of the grandstand on Estill avenue about one mile from the first turn and within the city limits. After making a left turn on to the White Bluff road there is a straight-away of 20,000 feet. In the next six miles there will be five turns, then a stretch, practically straight, of 20,000 feet, over the new road which is now under construction. The next long stretch is along Ferguson avenue, a distance of 18,750 feet, then after several turns around the Isle of Hope to La Roche avenue, 16,000 feet, a turn follows around the village of Thunderbolt, into the home stretch which is 16,700 feet long. The total length of the course is 26.73 miles, and no steam railroad track crosses the course at any point. Where the trolley line crosses the course, the tracks will be bridged over, and neither passengers or cars cross.

Experts, who have examined the course are loud in its praise, and state that there is no other road in this country which is its equal. It is expected that the road-beds will be in perfect

## ANOTHER ADDITION TO POPE COMPANY'S LINE



Two views of Matheson car for which Pope Auto Company has assumed the Washington agency, with Factory Representative Harding at the wheel.



shape by October 15, and will then be opened for practice by the cars entered in the race.

Is John D. Rockefeller to become a tourist? For several years he has owned an automobile, and, whether he is staying at Cleveland, at Tarrytown, or at Augusta, he takes a daily outing in his White limousine. A few days ago he bought another White, the third car of that make which he has acquired. His two former purchases, however, were limousines, while the new machine is a touring car, the first that Mr. Rockefeller has owned. The supposition that he is to do some cross-country touring is strengthened by the fact that Mr. Rockefeller has written to the touring bureau of the White Company asking for a set of White Route Books, and making inquiries regarding State licenses.

A. L. Kull, who entered the Little Blomstrom Gyroscopic in the Glidden tour, says that he is quite satisfied with the car and the test which it had during the six days it was in the tour, which closed its career near Taston. In spite of the unfortunate accident which closed its career near Taston, Mr. Kull says that he proved the efficiency and value of the simple style of construction used, and that it is now only a question of remedying certain lines of faulty details to make the car a remarkable machine. Better brakes and a few minor refinements will make the gyroscopic an entirely dependable proposition, and by long odds the most desirable among cars in the very reasonable-priced class to which it belongs. Concerning his tour experience, Mr. Kull says:

"Cars are seldom ready for such tours on a day's notice, and the slight changes necessary in the gyroscopic were quickly proved by the drastic test to which the car was put. We made the run from Bedford Springs to Philadelphia over three mountains without the least delay or repairs. Had the car been equipped with double-acting brakes no penalization would have been incurred. Certainly, for a car like the gyroscopic, which will sell for \$750, a better demonstration could not have been asked than that afforded over the Blue Ridge Mountains."

Although signs of returning prosperity are seen on every hand by the employing of men temporarily laid off, and the continually growing purchases of raw material by the factories throughout the country, it is still more encouraging to note that in some industries the manufacturers are pushed to the limit of human endurance.

The Michelin Tire Company is running its plant twenty-four hours a day, and has been doing so for five months past. In spite of the fact that automobile manufacturers have already sold a large proportion of their output, and, therefore, it would seem that the demand for tires from this source must fall off, the Michelin Tire Company find no let-up in orders and cannot see any prospect of giving up the night shift. The press of work has been even

## SEAMARK ACCEPTS MUDD'S CHALLENGE

Merkel Agent Offers to Race Reading-Standard Over Roads With Stock Cycle.

T. N. Mudd, jr., stirred up considerable discussion in local motorcycle circles by his challenge to a motorcycle race with the Reading-Standard against any machine of the same price.

The deft revived the question of holding a motorcycle meet, and it is probable that such an event will be pulled off in the fall.

The only immediate answer to Mudd's challenge is Harry Seamark, agent for the Merkel, which was victorious at Benning and Brightwood.

Mr. Seamark's letter follows: Auto Editor The Times: In reply to T. N. Mudd, jr.'s, challenge in your paper of last Sunday, we hereby state that we accept said challenge, and are willing to arrange any such race, the best two out of three, as Mr. Mudd suggests, or to a race from twenty-five to 100 miles.

At both events to which Mr. Mudd refers, at Brightwood and at Benning, we won with regular stock Merkels, said machines having been in daily use since the first of season, and have traveled the roads a thousand miles or more. Hoping this challenge will be acceptable to Mr. Mudd's requirements, I remain, very truly,

HARRY F. SEAMARK,  
Agent for Merkel Motorcycle,  
July 17, 1908.

harder on the office force than on the experts in the factory, as the two shifts of technical workers have their working hours limited to twelve hours a day, while in spite of the very large office organization of the Hilltown concern, its clerical force frequently is obliged to work 50 per cent more than those who produce by means of manual dexterity.

### A SCHEME.

"To what do you attribute your success?"

"To taking people at their word," answered the Polonius with chin whiskers. "Take a man at his word nowadays and it surprises him so that he never fails to live up to it."—Exchange.

## MOTOR CAR COMPANY WIDENS ITS FIELD

A. Stanley Zell Heads New Corporation—Will Establish Branches.

This week will mark the branching out of the Motor Car Company, of Washington, into the Zell Motor Car Company, with subsidiaries in Baltimore, York, and through Maryland.

The new corporation is the result of securing the agency for the Chalmers-Detroit cars, an offshoot of the Thomas Company's product. Messrs. Hood and Zell will be the exclusive representatives of this make for Maryland, the District and a portion of Pennsylvania.

The Washington branch of the company will occupy the rooms, now used by the Motor Car Company, and will continue to handle the same line of cars, including the Stevens-Duryea and Thomas models.

Baltimore and all branch agencies will conduct exclusive agencies for the Chalmers-Detroit.

Arthur Stanley Zell will be president of the company, while Wallace Hood is secretary and treasurer. Mr. Hood, who is one of the most popular dealers in Washington and was known to the trade as well as in racing circles by his records in numerous track and road events, will be at the head of the Baltimore agency, and leaves shortly to take charge of the Monumental City branch.

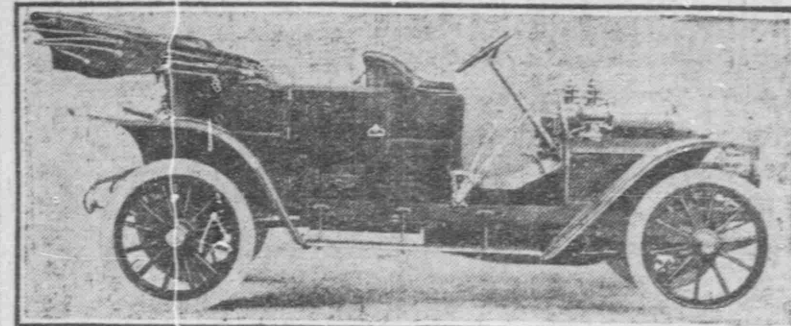
Tomorrow Messrs. Zell and Hood will start on a trip which will include the proposed agencies. Rooms will be opened within a few weeks at York, Pa., Cumberland, Hagerstown, and Frederick, and additional branches will be established throughout Maryland as needed.

The Chalmers-Detroit car was formerly known as the Thomas-Detroit 40, and the new model is said to combine the features which made the Detroit so popular with a number of improvements which should place the Chalmers-Detroit among the leading American makes. In addition to the 40-horsepower machine three smaller models are listed. They are the 20-horsepower runabout, touring car, and touring car. Each of these is a four-cylinder machine with electric transmission and equipped with a unit power plant.

### CHINESE TAXICABS.

Few persons imagine that the taxicab is an ancient Chinese invention. A Far Eastern journal, *Postasiatische Lloyd*, proves by drawings taken from a famous collection the *Tsan-thu-hae*, that vehicles kindred to the taxicab existed in China 800 years ago. The "gilgullu" was fitted with an instrument which sounded on a drum every mile passed. Moreover, the Chinese taximeter was provided with a compass, a desirable adjunct when traveling in a country where routes are not indicated.

## INTRODUCED HERE LAST WEEK



CHALMERS-DETROIT TOURING CAR, For Which the Zell Motor Car Company Will Establish Agencies in Baltimore, York, and Throughout Maryland.

### HE WAS PREPARED.

The lawyer was doing a cross-examining stunt.

"Now, sir," he said to the witness "tell the court how far you were from the accused when he fired the shot."

"Thirteen feet, seven and three-quarters inches," answered the witness.

"Oh, come now," said the lawyer, "how can you tell to the fraction of an inch?"

"I knew some fool would ask me," replied the other, "so I measured it."—Exchange.

### WHY HE COULD NOT CHANGE

The story is told of a Dutchman who certainly needed the services of the famous "Lady from Philadelphia." If ever anyone required her assistance, he was assigned to a seat in the coach which obliged him to ride backward through the Black Forest. At the first stopping place he asked the postmaster to give him another seat, saying it made him ill to ride backward.

"Ask the man opposite to change with you," said the postmaster gruffly.

"But there is nobody opposite me," complained the Dutchman, "so I cannot ask him."—"Youth's Companion."

## WE BUY AND SELL AUTOMOBILES

We will buy your automobile at a price higher than you obtain elsewhere.

We will sell you an auto at a price lower than you can buy the same car for elsewhere.

### Or We Will Take Your Car in on Consignment

We have hundreds of inquiries in our Philadelphia, Washington, and Birmingham branches for automobiles of every description. We may have one for your car—OR we may have in stock just the very car you are looking for. Come in, look over our list.

### We Guarantee Every Car to be as Represented

|  |   |
|--|---|
| 1906 Maxwell Runabout.... \$600                          | 1905 White Steamer, rebuilt with modern imp. top... \$900 |
| 1905 Ford Touring .....\$1,000                           | Large Electric Delivery Wagon in A1 condition.....\$1,200 |
| 1907 Detroit ..... \$800                                 | Grover Steamer 1905 Touring Car, good as new..... \$550   |
| 1907 Jackson Touring Car; absolutely new .....\$1,000    | St. Louis Runabout..... \$400                             |
| 1905 Mercedes, 7-passenger, \$2,000                      | Wayne Touring Car..... \$300                              |
| 2-cylinder Rambler, with top, in good condition... \$550 | A number of electrics and steamers at prices to suit.     |

Our Automobile School is Now Open. We Demonstrate Our Cars Cheerfully.

## Nickerson Automobile Exchange

309 1/2 Fourteenth Street N. W.  
Phone Main 5371

# Do You Want to Trade Your Car

FOR A

# Matheson

One Year Guarantee

## Here Is Your Chance—for Ten Days Only

We have just taken the agency for the "MATHESON," a car of world-wide fame.

WE WANT A DOZEN GOOD SECOND-HAND CARS, and in order to introduce the "MATHESON" in Washington we shall, for ten days only, ending July 29, quote you SO HIGH AN EXCHANGE VALUE FOR YOUR PRESENT SECOND-HAND CAR THAT YOU CANNOT AFFORD TO KEEP IT ANY LONGER, especially when you can obtain a magnificent Matheson, the very finest of all Motor Cars, for so small a cash difference.

### ONE YEAR GUARANTEE

Every Matheson is guaranteed for 365 days. We not only replace the parts, but also do the work free of charge for one full year (notice that most other cars are guaranteed for 60 to 90 days only, and you have to pay for all the work done from time to time).

We have no hesitancy in making this broad guarantee, because Matheson construction is so reliable every Matheson owner is a satisfied customer, and many of them have been using their machines for from one to several years WITH LITTLE OR NO REPAIR EXPENSE.

### QUALITY

It is well known that the Matheson car is built to compete with the very finest and highest priced imported cars. Its design and construction throughout embrace the best features of the foremost French, German, and Italian cars, which range in price from \$8,000 to \$14,000. It is conceded to be far and away the very finest of all American built cars—the easiest riding car—the most powerful—the swiftest—the strongest—the most economical in fuel and tire wear—the most luxurious in body equipment and appointments.

### VICTORIES

The great string of Matheson victories in the important speed, hill climbing, and endurance contests of the past season, in competition with the greatest cars of Europe and America, can leave no room for doubt that the Matheson car has no peer on any market today.

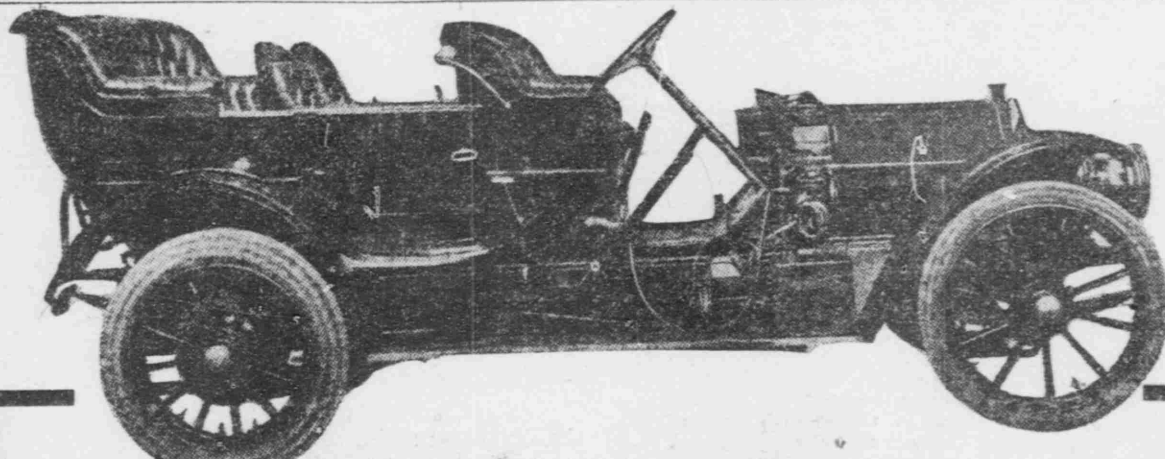
### Prominent Owners of Mathesons

Some of the most prominent men of affairs in America are Matheson owners, and have found this car in every way the best. We have a book full of letters from these customers.

THE PURCHASE OF A MATHESON CAR ELIMINATES THE ELEMENT OF UNCERTAINTY. THAT IS WHY SO MANY PROMINENT MEN WHO KNOW FROM EXPERIENCE WHAT TO AVOID IN A MOTOR CAR HAVE CHOSEN THIS CAR IN PREFERENCE TO ALL OTHERS OF EITHER EUROPEAN OR AMERICAN MAKE.

# Pope Automobile Co. of Washington

817-819 Fourteenth Street



Stearns 1908 Pullman—30-60-H.P., 7-Passenger, 2 Revolving Seats. Price, \$4,750. F. O. B. Cleveland.

# The Stearns

Best STOCK Car of the World

## Winning Points

Ample Power—Remarkable Flexibility—Extreme Simplicity—Double Ignition—Ease and Perfection of Control—Absolute Reliability.

No automobile of American or foreign manufacture has ever made so many winnings in such a short space of time as has the Stearns Car.

And we have never built a Special Racing Car. Look into it.

WASHINGTON AGENTS

LE DROIT AUTOMOBILE CO.

649 Florida Avenue N. W.

Phone North 371 for a demonstration.